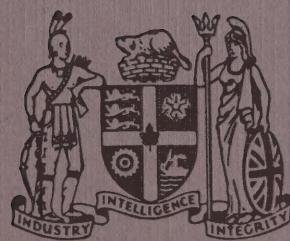


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Governance
Publications



Submission by Council of the Corporation of the City of Toronto



Government
Publications

CITY OF TORONTO

March 13, 1986

TO THE ACTING PRESIDENT
CANADIAN TRANSPORT COMMISSION

TO THE CHAIRMAN
RAILWAY TRANSPORT COMMITTEE
CANADIAN TRANSPORT COMMISSION
OTTAWA, ONTARIO

Demand for Immediate Speed Reduction CP North Toronto Subdivision Line

1. Since 1979 the City of Toronto has been requesting that train speeds be reduced to 25 miles per hour on the CP North Toronto Subdivision Line. The members of City Council are very aware that there would be a large number of casualties if a major rail derailment were to occur within the City's boundaries.

2. City Council acknowledges that some gains have been made in improving the safe movement of dangerous goods by rail. Namely, in 1981 the Railway Transport Committee imposed a maximum speed limit of 35 miles per hour on trains carrying full loads of Special Dangerous Commodities. That decision, however, did not pertain to trains with partial loads of Special Dangerous Commodities, or trains with full or empty cars carrying commodities other than those defined as Special Dangerous Commodities.

3. In 1981 the Commissioners stated that the speeds on the North Toronto Subdivision Line could not safely be reduced to below 35 miles per hour because of an operating condition known as harmonic roll or harmonic oscillation. This problem does not pertain to the North Toronto Subdivision Line and should, therefore, not be considered as a reason for denying this application.



4. In an undated letter from the Secretary of the Railway Transport Committee received March 10, 1986, it was stated that the Railway Transport Committee is not prepared to reduce the speed in the Toronto area "unless substantial and significant information is submitted".

5. On March 10, 1986, the same day the Railway Transport Committee's letter was received, another quite serious accident occurred on the CP Line at Cambridge, Ontario, just west of Toronto. This is the same line that passes through the City of Toronto. The train was estimated to have been travelling at a speed of 35 to 40 miles per hour. This derailment and wreckage of 18 cars points again to the dangers of such a derailment occurring in the high-density downtown Toronto area.

6. The apparent cause of the Cambridge accident, a broken wheel, is not a rare occurrence and is known to be a cause of concern among the Railway Transport Committee's staff as well as emergency response forces.

7. Various studies and analyses have demonstrated that in the operation of freight trains serious and costly accidents tend to occur more often when trains are travelling at higher speeds, between 35 and 50 miles per hour. Studies have also indicated that in terms of savings in potential damage, lowering speeds to 25 miles per hour from 35 miles per hour may reduce estimated damages significantly.

8. Council of the Corporation of the City of Toronto contends that the Railway Transport Committee must be aware of the benefits of reducing speeds in high-density areas since it has set a maximum speed of 10 miles per hour in a restricted high-density area of downtown Vancouver.

9. Council of the Corporation of the City of Toronto further contends that the population density and the volume of dangerous goods passing through the downtown area of Toronto by rail are far greater than that of the downtown area of Vancouver. As a result the risk factor for downtown Toronto is far greater.



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10. This risk has been documented in a staff study of the Canadian Transport Commission entitled the Burton Post Report which states on page 85: "Unless some action is taken, the risk factors will continue to increase and potential for catastrophe that already exists will become steadily greater."

11. The Burton Post Report also states on page 83: "The evidence shows that substantially greater risk exists along Corridors 23 and 24 on the C.P.R. network, called the North Toronto and the Galt (part of) Subdivisions respectively. The calculated relative risk index reads much higher for those two corridors than elsewhere in the network."

12. For these reasons we demand that the Railway Transport Committee heed the request of the Corporation of the City of Toronto to reduce the speeds on the CP North Toronto Subdivision Line to 25 miles per hour and take such other measures as may be within its power to safeguard and protect the lives of the residents of the City of Toronto against the risk of being exposed to the dangers of a rail catastrophe.

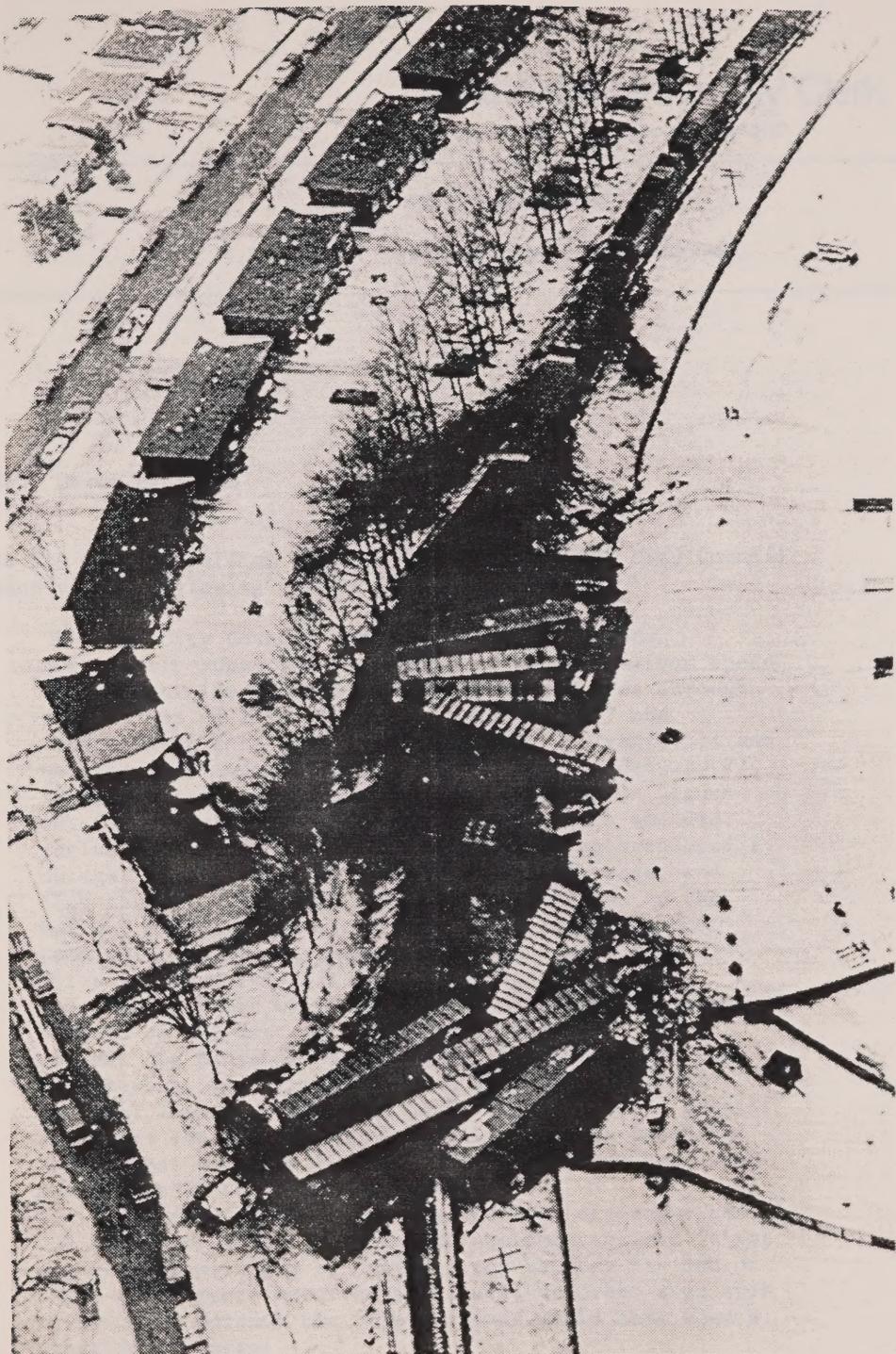
13. Council of the Corporation of the City of Toronto realizes that some risks cannot be avoided in urban areas. But the transport by rail of ever increasing loads of toxic and explosive chemicals through high-density areas, where evacuation may be difficult if not impossible, imposes an unfair and unjustified risk to many residents of the City of Toronto. The time for action is now for we are just one accident away from a disaster.

Respectfully submitted on behalf of the Council of the Corporation of the City of Toronto.



Ron Kanter
Councillor Ron Kanter

Nadine Nowlan
Alderman Nadine Nowlan
Michael Walker
Alderman Michael Walker



CAMBRIDGE, Ont. — March 10, 1986. (Canapress/K-W Record)

Enclosures



Department of the City Clerk

City Hall, Toronto, Ontario, Canada M5H 2N2

Roy V. Henderson / City Clerk

Barbara Caplan / Deputy City Clerk

March 7, 1986

To: Mayor Eggleton

At its meeting held on February 24 and 28, 1986, City Council adopted the following motion of Alderman Walker:

"Whereas City Council and Metro Council in 1983 unanimously supported the reduction in the maximum speed limit of trains carrying dangerous commodities through urban areas to 25 miles per hour (40km/hour) and communicated this to the then Minister of Transport; and whereas City Council at its meeting held on January 27, 1986, adopted the recommendations contained in Clause 34, City Services Committee Report No. 2, as amended, including the recommendation that Mayor Eggleton head a delegation to Ottawa to present the City's case, and that the City of Toronto make representations to the Railway Transport Committee of the Railway Transport Commission to urge a speed limit of not more than 25 miles per hour (40 km/hour) on the North Toronto Subdivision Lines which run for 13 miles from Lambton Station on the west to Agincourt on the east; and whereas the Minister of Transport, The Honourable Don Mazankowski, has agreed to amend Section (3) of the National Transportation Act to include the word 'safety' so it has equal priority along with economic benefits; and whereas over the last several weeks there have been approximately one dozen serious rail accidents/derailments involving the loss of many lives and the destruction of cargo and equipment valued in the hundreds of millions of dollars; and whereas had one of these derailments occurred in a built-up urban area such as downtown Toronto the repercussions would have been a hundredfold worse;

therefore be it resolved that City Council request the Mayor, any other interested members of City Council, two resource persons from M-TRAC, and the Executive Director of the Federation of Canadian Municipalities to immediately attend Ottawa to petition The Honourable Don Mazankowski, Minister of Transport, to initiate immediate action on the part of the Canadian Transport Commission to reduce the maximum speed of all trains using the C.P. North Toronto Subdivision lines to 25 miles per hour (40 km/hour); that the necessary funds in the amount of \$247.20 per person be provided from the Contingency Account; and further that a grant in the amount of \$494.40 be made to M-TRAC to permit the two resource persons to join the delegation to Ottawa, that the grant be deemed to be in the interests of the municipality, and that the necessary funds for this purpose be provided from the Contingency Account."

Yours truly,

Ray V. Henderson

City Clerk

2/nlh
IT

Commissioner of Finance
Director of Budgets
City Auditor
City Clerk; attention: Ken Sullivan
The Hon. Don Mazankowski, Minister of Transport Canada, Ottawa, K1A 0N5
b.c.c. B. Tapping

Clause embodied in Report No. 13 of The Transportation Committee, as adopted by the Council of The Municipality of Metropolitan Toronto at its meeting held on October 25, 1983.

1

RESPECTING THE TRANSPORT OF DANGEROUS COMMODITIES BY RAIL IN THE TORONTO CENSUS METROPOLITAN AREA.

so that the recommendations adopted by the Metropolitan Council would read as follows:

- "(i) that Council fully endorse the objectives of the Burton-Post Report entitled 'The Transport of Dangerous Commodities by Rail in the Toronto Census Metropolitan Area: A Preliminary Assessment of Risk';
- (ii) that Council urge the Railway Transport Committee to approve the said objectives of the report at its earliest possible moment;
- (iii) that Council urge the Railway Transport Committee to proceed forthwith to find and implement a new route which would reflect Recommendation No. 2 of the Burton-Post Report;
- (iv) that the Canadian Transport Commission be urged to produce ways and means of implementing the objectives at its earliest possible moment, and that the Metropolitan Council be kept informed of each stage of such implementation; and
- (v) that the Canadian Transport Commission be urged, in the meantime, to introduce regulations through the Minister of Transport Canada on the following requests from Metropolitan Toronto, (a), (b) and (c) which are still outstanding:
 - (a) ensure that 100 per cent. of the roller bearing conversion programme is completed by 1987, with 75 per cent. of such programme completed by 1984;
 - (b) review the matter of population requirements in respect of gateway inspections and train slow downs, and re-define the wording for 'census Metropolitan Areas' in order to cover all the larger populated areas;
 - (c) lower the 35 mile per hour speed regulation for trains carrying special dangerous commodities, including chemical empties, to 25 miles per hour; and
 - (d) 'candy-stripe' cars that carry dangerous commodities to allow rapid identification in case of accidents."

The City of Toronto
Arthur C. Eggleton
Mayor

February 13, 1986

The Honourable Donald Mazankowski, PC, MP
Minister of Transport
Transport of Canada Building
Place de Ville
Tower C, 25th Floor
330 Sparks Street
Ottawa, Ontario
K1A 0N5

Dear Mr. Minister:

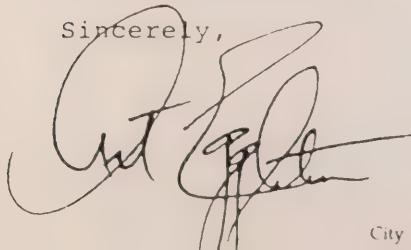
The CP derailment involving thousands of litres of sulphuric acid yesterday near Parry Sound is a startling reminder of the need for decisive action by the federal government in controlling the transportation of hazardous goods. This is especially important in built-up areas, including densely populated urban centres like Toronto. The fact that CP trains continue to travel at high speeds through mid-Toronto poses a real threat to people living in neighbourhoods close to that line.

The CTC now allows CP to move its trains carrying special dangerous commodities through Toronto at a maximum of 35 mph and others at a maximum of 50 mph, and I believe those must be reduced immediately to 25 mph. City Council supports that recommendation.

There have been 11 major derailments across Canada this winter, and I am asking you and the CTC to act now to impose and enforce a 25 mph speed limit on all train movements on CP's North Toronto subdivision.

It appears as though the potential for a major rail tragedy in densely populated areas is still very much with us. The City will be making specific recommendations with respect to re-directing trains carrying hazardous goods later on this year. But I believe the matter of speed reductions should be treated with great urgency. A 25 mph maximum speed must be put in place if reasonable safety standards are to be met.

Sincerely,



Send by Telex Feb 17/86

M-TRAC

for rail safety

METRO TORONTO RESIDENTS' ACTION COMMITTEE

181 University Avenue, Suite 1802, Toronto, Ontario, M5H 3M7 Telex 065-24481 Phone (416) 365-0301

U R G E N T
via courier

February 17, 1986

Hon. Don Mazankowski PC MP
Minister of Transport
East Block
House of Commons
Ottawa K1A 0A6

Dear Mr. Mazankowski:

Derailements - Urgent need for remedy

We plead with you, on behalf of the thousands of people in Metro Toronto, to give heed to the official Toronto City request for an immediate slowdown along the 13-mile stretch of the North Toronto Subdivision.

This is no more than what you had promised in your General Election statement of 1984. Our supporters are frankly puzzled by your inaction.

Over the years we have warned of the inadequacies of the Canadian rail system. To say that it is better than the American system leaves little room for confidence. Major derailments in our country have reached almost epidemic proportions. In the last 10 weeks total costs in destroyed lives, damaged equipment and lost cargoes may well exceed \$100,000,000.

We fully support your proposed task force to study the possibility of rail relocation in the Metro Toronto area. But that may take years to achieve. The crying need is for immediate remedy. The gravest risk in the Metro Toronto area springs from the North Toronto Subdivision. It has been pinpointed and labelled by the Burton-Post Study of the Canadian Transport Commission.

We know of your own concern for rail safety. Surely a slowdown in this highly congested area is a small and necessary concession in the face of overwhelming evidence of structural and manpower deficiencies and an alarming accumulation of derailments unprecedented in our time.

Yours sincerely,

Harold Morris
Chairman.



Année internationale
de la paix 1986



THE BOARD OF EDUCATION FOR THE CITY OF TORONTO
155 College Street, Toronto M5T 1P6, Canada, 598-4931

Walter A. James
Superintendent of
Administrative Services
March 12, 1986

The Honourable Donald Mazankowski, P.C., M.P.
Minister of Transport
Ottawa, Ontario
K1A 0N5

Dear Mr. Mazankowski:

Emergency Evacuation Exercises

The Board of Education for the City of Toronto, at its last meeting, considered a report of its officials concerning emergency evacuation exercises and concerns with respect to the recent increase in railway accidents which has raised fears of a potential catastrophe in Toronto.

Measures are being taken by this Board to prepare for emergencies. "Emergency preparedness of the school system" is a co-operative project undertaken by central staff, principals, teachers, and municipal organizations (police, ambulance, medical officer of health, fire and transportation services) to develop a standard procedure for the emergency evacuation of all persons in a school to a location away from the school site. Exercises to test out draft procedures have been carried out in various areas and a future exercise is being planned, for the first time as a joint project, with the Metropolitan Toronto Emergency Planning Advisory Committee as a community test in central Toronto along the railway line crossing Yonge Street at Summerhill Avenue. The exercise supposes the simulation of a derailment in that area.

As there are a considerable number of schools operated by this Board located within the danger zone of a potential cargo-train accident involving railway cars carrying dangerous chemicals or explosive cargoes, I have been requested to advise you of the Toronto Board of Education's concerns about the safety and health of the students entrusted to its care under the provisions of the Education Act, particularly in schools located near railway lines within the City of Toronto. The CTC permits C.P. Rail to move trains carrying dangerous chemicals or explosive cargoes at



The Honourable Donald Mazankowski
March 12, 1986
Page 2

speeds of 35 mph, and other trains at 50 mph, through the highly populated urban areas of the City of Toronto and within close proximity to large concentrations of children in schools. The Board requests an immediate reduction of those speeds to 25 mph within the City of Toronto, including trains carrying so-called "empties", that is, tank cars containing dangerous residues of chemicals.

The Board also wishes to point out that a vivid reminder of the inherent danger of chemical rail transport is reinforced by the alarming spate of railway accidents in recent weeks, the fatal Hinton, Alberta, collision, the acid-spilling Parry Sound derailment, the Quebec City crash, and the near collision at Union Station, Toronto, on February 21, 1986, which are raising fears of a potential disaster in the heavily populated downtown area of Toronto where evacuation from a chemical spill would be most difficult.

The Board urges that all parties concerned with this matter continue discussions on the possibility of re-routing trains through less populated areas.

Yours very truly,

Ronald W. Halpern
for Director of Education

WAM:dk

M-TRAC

for rail safety

METRO TORONTO RESIDENTS' ACTION COMMITTEE

181 University Avenue, Suite 1802, Toronto, Ontario, M5H 3M7

Telex 065-24481

Phone (416) 365-0301

December 16, 1985

REGISTERED MAIL
REPLY REQUESTED

Mr. John O'Hara
Secretary
Railway Transport Committee
Canadian Transport Commission
Ottawa, Ontario
K1A 0N9

Dear Mr. O'Hara:

Decision - In the Matter of the Transportation of Dangerous Commodities by Rail in the Vancouver and Victoria Waterfront Areas, dated September 30, 1985
and
Decision - In the Matter of the Report entitled "The Transport of Dangerous Commodities by Rail in the Toronto Census Metropolitan Area: A Preliminary Assessment of Risk", dated May 15, 1985.

1. The directors of the M-TRAC organization commend the Railway Transport Committee for its fairness and balanced Decision following an investigation of the risks in the haulage of dangerous goods by rail through the downtown Vancouver area.

2. The directors note particularly that a 10-mile-per-hour restricted speed zone has been ordered in the high-density downtown Vancouver area. Further, the RTC states in its Vancouver Decision Findings and Conclusions:

"Because of the level of risk to human life associated with propane in the event of an accidental release, the RTC is convinced that it should be transported over the route which has the least number of people potentially affected by an accident."

3. In terms of population densities, evacuation difficulties and volume of dangerous goods traffic, the situation in the downtown core of Vancouver and Toronto may be considered similar -- except that the density of population and dangerous-goods traffic by rail are far greater in Metropolitan Toronto.

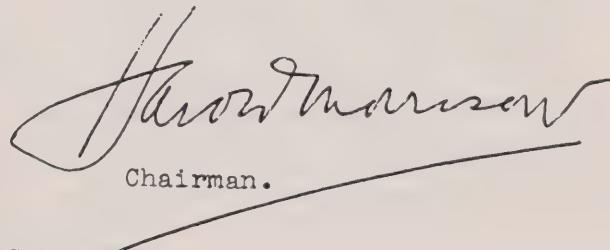
Mr. John O'Hara -- 2.

4. It would appear, as a matter of natural justice, that the RTC Decision reached in the Vancouver situation should be applicable to the Toronto area--notwithstanding the RTC Decision of May 15, 1985, which rejected recommendations of the Burton-Post Report. It is very clear that a far greater exploration of the situation was undertaken by the RTC in the Vancouver area and that the Findings of the RTC in its Decision of September 30, 1985, dealing with dangerous-goods traffic in high-density centres must supersede the Findings of May 15, 1985.

5. Further, it should be brought to the RTC's attention that on October 25, 1983, the Municipality of Metrpoltian Toronto unanimously appealed to the RTC to slow the dangerous-goods traffic in the high-density core to 25 miles per hour.

6. The M-TRAC directors would appreciate early consideration of the above statements and an early reply to this submission.

Yours sincerely,



Howard Morrison
Chairman.

cc: Hon. Don Mazankowski PC MP
Hon. Michael Wilson, PC MP
Hon. David Crombie PC MP
Mr. Alan Redway MP
Mr. Charles Caccia MP
Mayors and Members of Council
Metropolitan Toronto
Hon. Ed Fulton MPP
Hon. Ian Scott MPP
Mr. John Kruger Premier's Office
M-TRAC Directors



Our File: D.C. 30.7

Mr. H. Morrison
Metro Toronto Residents' Action
Committee
181 University Ave., Suite 1802
Toronto, Ontario
M5H 3M7

Dear Mr. Morrison:

Thank you for your submission of December 16, 1985 in which you referred to the Railway Transport Committee (RTC) Decisions of September 30, 1985 and May 15, 1985 in the matter of transportation of Dangerous Commodities by Rail in Vancouver's Harbour and Toronto's Census Metropolitan area. You indicated the similarity of the situations in the two cities and that the Decision in the Vancouver hearing should apply to the Toronto area.

There are some similarities with respect to Vancouver. The RTC initiated a study of the railroad transport of dangerous goods in the greater Vancouver area. In 1982, a report was issued (Eisler Report) which contained a number of recommendations to improve safety. Subsequently, in a decision issued December 22, 1983, the RTC concluded that the CP Rail dock traffic should be phased out. It placed significant operating restrictions on dangerous goods traffic including a 10 mph speed limit within the yard on the last half mile of the rail line ending at the dock. It also required CP Rail to submit a plan for the elimination or phasing out of their traffic over their downtown Vancouver dock.

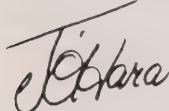
The plan proposed by CP Rail was found inadequate and hearings were held in Vancouver and Victoria in March 1985. The decision which was issued on September 30, 1985 proposed a Preferred Plan with a request for comments. The decision also concluded that any solution it could propose would at best be of an interim and short-term nature as no Regional Transportation Plan for the carriage of dangerous commodities had been developed as recommended in the Eisler Report.

The comments on the Preferred Plan were received. The main points of the Decision (see enclosed copy) were to permit the shipment of certain dangerous goods from Burlington Northern in the Vancouver Harbour area and the prohibition of dangerous goods presently moving out of CP dock to land through Victoria's inner Harbour. A hearing is scheduled for March 3rd, in Vancouver (see attachment) to lay a concrete basis for the long-term planning process which all parties considered as being necessary.

You will note in the Decision that CN objected to the Preferred Plan on the basis that there was less risk in Vancouver than Toronto. The RTC comment was that "the Committee did not make its decision on the basis that some particular routing was dictated by a set of numbers, but rather on consideration of the totality of the evidence presented to it". Concerning the Toronto situation, the RTC issued a report on the Transport of Dangerous Commodities by Rail in the Toronto Census Metropolitan Area: A Preliminary Assessment of Risk dated May 1983. Subsequently, a Decision was issued on May 15, 1985. It rejected diversion of dangerous goods traffic and offered to assist in the relocation or rerouting of railway lines provided an appropriate party was prepared to make an application. This decision also requested new proposals for improving the safety of transporting dangerous goods by rail. At present, these proposals are being considered and a decision can be expected in the near future.

The RTC made its decisions after careful examination of the submissions presented at the hearings in Toronto, Vancouver and Victoria. It does not share the view that the Decision of May 15, 1985 should be superseded by the Decision of September 30, 1985. With respect to the maximum speed limit of trains, the RTC is not prepared to change it from 35 to 25 mph unless substantial and significant information is submitted.

Yours truly,



J. O'Hara
Secretary
Railway Transport Committee
Ottawa, Ontario
K1A 0N9

Encl.

c.c. Hon. Don Mazankowski, PC MP
Hon. Michael Wilson, PC MP
Hon. David Crombie, PC MP
Mr. Alan Redway, MP
Mr. Charles Caccia, MP
Mayors and Members of Council
Metropolitan Toronto
Hon. Ed Fulton, MPP
Hon. Ian Scott, MPP
Mr. John Kruger, Premier's Office



The Annex Residents' Association

35 Elgin Avenue Toronto M5R 1G5

March 5, 1986

Hon. Don Mazankowski
Minister of Transportation
House of Commons
Ottawa, Ontario K1A 0A6

Dear Mr. Minister:

re: CPR North Toronto Subdivision
Request for speed reduction

Citizens and citizen organizations have repeatedly asked your Ministry to reduce speeds on the North Toronto CPR Subdivision. So has the City Council of Toronto.

Your Ministry has not taken any action. This is intolerable, especially since speed reductions apply to freight trains in Vancouver and Winnipeg areas that are considerably less densely populated than Toronto areas that abut the CPR North Toronto Subdivision.

The likelihood of an accident on this Subdivision is very great - given the neglect of equipment, recurring errors in handling equipment, the high frequency of trains and the excessive speed with which they travel through our neighbourhoods.

This letter is written on behalf of the Annex Residents Association, representing a neighbourhood of 20,000 who live between 10 metres and 1 km from the CPR tracks. Adjacent neighbourhoods are near-identical in density and proximity. Many public schools and institutions are close-by or within less than 1 km from the tracks. Toronto's 3 major hospitals are about 1½ km downhill from the track. In the event of a serious chemical accident, they would be threatened. These are just a few examples: in short, the CPR tracks cut through the heart of Canada's most densely populated area.

We know that CPR trains carry noxious and explosive substances (many in transit to the U.S.), in improperly spaced cars, and at excessive speed. We have every reason to fear inept handling and deteriorating equipment.

Must we have an accident before your Ministry stirs itself into action??

Every day that goes by without at least the most basic improvement - speed reduction - is a day of potential tragedy. Speed reduction is essential; other measures (requested repeatedly by civic bodies and concerned citizens) are urgent.

We protest your Ministry's callous disregard for our concerns and demand immediate action on the first step: speed reduction to 25 m.p.h./40 km per hour on the North Toronto Subdivision of the CPR.

Sincerely,

Ila Bossoms
Chairman

cc: Mr. J. O'Hara, CTC
Susan Fish, M.P.P.
Larry Grossman, M.P.P.
Mayor Art Eggleton



March 12, 1986

Honourable Donald Mazankowski
Minister of Transport
House of Commons
Ottawa, Ontario K1A 0A6

Dear Mr. Minister:

The executive of the North Rosedale Ratepayers' Association has discussed railway safety and risks associated with the busy CPR North Toronto Subdivision on many occasions. Our concerns have been expressed in letters to our elected representatives, in support of noise and vibration studies, and in the efforts of M-TRAC with regard to this particular railway subdivision.

Our Association desires action, and action sooner rather than later, to reduce the risk to our neighborhood and to the adjacent neighborhoods from the freight trains of the 1980s. Freight trains today are heavier, longer, and carry a greater variety of dangerous goods than when our neighborhoods came into existence. The combination of human error, larger and heavier railway cars, a mixture of older deteriorating railway cars within trains, and fast trains within densely populated areas has created an increasing threat to those of us living within range of the effects of a derailment or collision.

This Association urges you to take immediate action on the many requests sent to your ministry over the years for a reduction in train speed along the 13-mile CPR North Toronto Subdivision. We ask that you pay heed to the concerns of the citizens of our neighborhood, of the City of Toronto, and of Metropolitan Toronto for a speed reduction to 40 km/hr along this portion of the CPR.

Yours truly,

E.B. Freeman

E.B. Freeman
President

60 Standish Avenue
Toronto, Ontario
M4W 3B1

JOEL E. SHAW
Barrister-at-Law

TELEPHONE: 781-6633
AREA CODE: 416

1398 EGLINTON AVENUE WEST
TORONTO, ONTARIO
M6C 2E4

February 28, 1986

The Honourable Donald Mazankowski, PC, MP
Minister of Transport
Transport of Canada Building
Place de Ville
Tower C, 25th Floor
330 Sparks Street
Ottawa, Ontario
K1A 0N5

Dear Mr. Mazankowski:

My residence is one block south of the CP rail line which runs through mid-Toronto. It becomes increasingly harder to believe that rail transportation is reliably safe. If there were to be a derailment in our heavily populated area, I do not see how the Federal Government could avoid legal liability with all of the knowledge and warnings and pleas it has received, to reduce the speed of trains through our area, and the increasing awareness your ministry now has of the fallibility of the mechanical and human resources of the railway.

Surely it would help restore confidence in both your ministry and the railway if you introduced, even as a temporary measure pending the studies you have undertaken or proposed, to reduce the speed limit on the portion of the line running through the middle of Toronto.

Yours very truly,

Joel Shaw
Joel E. Shaw

JES:bs

113 Marlborough Avenue,
Toronto, Ontario, M5R 1X5.

February 26, 1986.

The Honourable Donald Mazankowski,
Minister of Transport,
Government of Canada,
House of Commons,
Ottawa, Ontario, K1A 0A6.

Dear Mr. Minister:

Re: Mid-Toronto Rail Line Safety

I am a resident of Ward 5 in the City of Toronto, living immediately adjacent to the main C.P. rail line running through midtown Toronto. The recent rash of rail accidents and derailments in this country has understandably heightened the concern shared by my neighbours for the safety of our families.

I understand that speed restrictions are supposedly already in place on this section of the line for trains carrying hazardous products. While such cargoes are naturally a major concern, of equal concern are those trains which continue to travel at speeds in excess of 50 m.p.h., since a train which derails at such speeds is going to demolish my house and its occupants regardless of the commodities being carried.

I welcome the public statements you have made recently regarding the need to upgrade rail safety. As tangible evidence of your commitment to this objective, I would urge you to accede to the request made by the Mayor of Toronto and M-TRAC for an immediate speed reduction on this section of the line to 25 miles per hour for all trains, together with the initiation of appropriate 24-hour enforcement measures.

Yours very truly,



I.C.R. Brown.

Copy to Mayor Eggleton
Councillor Kanter
Alderman Nowlan
M-TRAC ✓
Metro Toronto M.P's.

LONGBOAT RESIDENTS ASSOC.



58 Longboat Avenue
Toronto, Ontario
M5A 4E3

February 20, 1986

The Honourable Don Mazankowski, P.C., M.P.
Minister of Transport
East Block, House of Commons
Ottawa, Ontario
K1A 0A6

Dear Sir:

Re: Rail Issue
St. Lawrence Neighbourhood

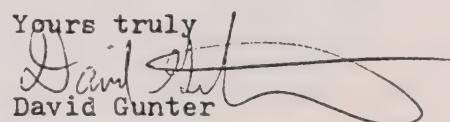
Our Association wishes to support Mayor Art Eggleton's proposal of a twenty-five (25) mile per hour speed slow-down in full chemical tanks and so-called EMPTIES on rail roads for SAFETY reasons.

Members of our resident's association are within 10 meters of the Toronto Terminal tracks, where a constant rail traffic presents potential safety hazards at all times of day and night.

Our concern also extends to the shunting of carloads of potentially dangerous material so close to our homes. Surely a more suitable length of track could be found for this purpose, away from the immediate vicinity of our homes.

A task force must be appointed to re-route the chemical rail traffic travelling past a 13 mile stretch of densely-populated downtown Toronto. Experts have stated that "Evacuation would be difficult if not impossible," if a chemical accident were to occur in this area.

Yours truly


David Gunter
Chairman

as/DG

c.c. The Honourable David Crombie, P.C., M.P.
Mayor Art Eggleton
Councillor Joanne Campbell
Alderman Barbara Hall
Mr. H. Behrend, M-Track Chairman

**Extract of letter of January 9, 1984
by Mr. Sam Cass, P.Eng.
Commissioner of Roads and Traffic
The Municipality of Metropolitan Toronto**

"At the Show Cause Hearing on Railway Safety conducted by the Railway Transport Committee in Ottawa in 1981, I had stated that, in my opinion, it was unlikely that the number of accidents would materially be affected by the variation in speed in the range we were discussing; however, I also stated that I felt that the extent of damage caused by an accident at higher speed would be considerably greater than that which would occur at lower speed. Since that time I have examined the evidence that had been submitted at the Hearing by various organizations which tended to confirm the statement that I had made.

In particular, I have examined the presentation made by CONSAD, based on United States Federal Railway Administration data, which was recorded as Table 13-1 in the Staff Summary of Evidence, which I am reproducing herein. This showed that, on an average, the damage per accident in the United States at 25 mph was approximately \$69,000.00 as compared to the damage at 35 mph, this being \$96,000.00, a difference of 39% more for the higher speed accident.

The relationship that is shown here is very similar to those relationships which I have observed with road traffic.

In regard to the lost time resulting from a reduction in the speed of trains from 35 to 25 mph, I would point out that the distance between the Lambton Station and the Agincourt Station is approximately 13 miles and, therefore, the additional time that would be required by the train at the lower speed would be approximately nine minutes."

TABLE 13-1

SPEED AND ACCIDENT DAMAGE*

<u>Speed</u>	Average Damage per Accident (\$000)
Unknown	28
1 - 10	19
11 - 20	35
21 - 30	69
31 - 40	96
41 - 50	142
51 - 60	117
61 - 70	350
71 - 80	354
81 - 90	351

* CONSAD presentation based on United States
Federal Railway Administration Data.

Extracted from Staff Summary of Evidence
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